

EXECUTIVE SUMMARY



ROUTE CONCEPT REPORT

**STATE ROUTE 1
PACIFIC COAST HIGHWAY
12-ORA-1-PM R0.13/33.72**



MAY 2000



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STATE ROUTE 1 PACIFIC COAST HIGHWAY 12-ORA PM R0.13/33.72

PREPARED BY DISTRICT 12 DIVISION OF PLANNING

MAY 2000



CALTRANS DISTRICT 12 APPROVAL

Recommended For
Approval by:

Approved:

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Acting District Division Chief
Division of Planning

KEN NELSON
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District 12

Date _____

Date _____

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SUMMARY

STATE ROUTE 1

State Route 1 (SR-1), also known as the Pacific Coast Highway (PCH), provides access to and between coastal cities in Orange County. It is used for commuters, recreational and some interregional travel, and provides direct and indirect access to shopping areas, the beaches, and California State Long Beach. The average daily traffic varies from about 31,000 to 69,000. Travelers experience congestion during the week in both AM/PM peak periods, and on holidays, weekends and during special events. SR-1 is particularly congested at or near major recreational and tourist areas during the summer tourist season.

ROUTE CONCEPT

The Concept for this route is to provide the best Level of Service (LOS) possible in segments where improvements are recommended. For planning purposes the route has been divided into segments shown below and on the *Strip Map* showing SR-1 segments following the *Location Map*. Segment 1-A is a 4-lane freeway; Segments 1-B through 7-B are a 4-6 lane conventional highway. The SR-1 route concept calls for changes from the existing number of lanes by increasing the 4-lane facility to 6 lanes in segments 4-C, 5-B and 5-C, and, deleting 2 lanes from the existing 6-lane Dana Point couplet area (segment 1-C).

Recommended changes from existing conditions are shown in *bold italics*.

LOS SUMMARY TABLE

Seg	Postmile	Limits/Jurisdiction	No.Lanes LOS	2020 <i>Concept #</i> Lanes LOS Peak hour
1-A	R0.13/R0.96	I-5 to San Juan Creek/Dana Point	4 lanes C	4 lanes C
1-B	R0.96/1.53	San Juan Creek to Copper Lantern/Dana Point	4 lanes E	4 lanes E
1-C	1.53/2.31	Copper Lantern to Blue Lantern/Dana Point	6 lanes C	4 lanes F0
1-D	2.31/4.32	Blue Lantern to Crown Valley Pkwy./Dana Point	4 lanes C	4 lanes C

LOS SUMMARY TABLE

Seg	Postmile	Limits/Jurisdiction	No.Lanes LOS	2020 <i>Concept #</i> Lanes LOS Peak hour
2-A	4.32/9.42	Crown Valley Pkwy.to SR-133/Laguna Beach	4 lanes F0	4 lanes F1
2-B	9.42/12.40	SR-133 to Crystal Cove/Laguna Beach	4 lanes F0	4 lanes F0
3	12.40/14.84	Crystal Cove to Cameo Shores Dr./Unincorporated	6 lanes C	6 lanes C
4-A	14.84/16.25	Cameo Shores Dr. to MacArthur Blvd./Newport Beach	4 lanes F2	4 lanes F0
4-B	16.25/R18.45	MacArthur Blvd. to Dover Dr./Newport Beach	6/8 lanes C	6/8 lanes D
4-C	R18.45/19.80	Dover Dr. to SR-55/Newport Beach	4 lanes F1	6 lanes E
4-D	19.80/22.09	SR-55 to Brookhurst St./Newport Beach	6 lanes C	6 lanes C
5-A	22.09/23.74	Brookhurst St. to SR-39/Huntington Beach	6 lanes C	6 lanes C
5-B	23.74/25.89	SR-39 to Golden West St./Huntington Beach	4 lanes C	6 lanes C
5-C	25.89/29.89	Golden West St. to Warner Av./Huntington Beach	4 lanes C	6 lanes C
6	29.89/31.11	Warner Av. to Anderson St./Unincorporated	4 lanes F2	4 lanes F3
7-A	31.11/32.72	Anderson St. to Seal Beach Blvd./Seal Beach	4 lanes F0	4 lanes F3
7-B	32.72/33.72	Seal Beach Blvd. To LA County Line/Seal Beach	4 lanes F0	4 lanes F3

In those segments where an increase from 4 to 6 lanes is recommended, the segments would show improved levels of service and reduced congestion. Without recommended improvements, the level of service would deteriorate resulting in congestion and delay for travelers. Between segments 2-A and 4-A, and segments 6 and 7-B, acquisition of additional right of way may not be cost effective or environmentally feasible because local development would be severely impacted by widening the highway. Though we believe an increase in the number of lanes would improve facility operation, we can accept a reduced level of service in those areas where we would be consistent with the County Master Plan of Arterial Highways (MPAH) and community wishes. Bicycle lanes have been included in the concept where widening is proposed to accommodate the heavy volume of bicycles on this route.

Within the City of Dana Point, reducing the couplet (Segment 1-C) from a 6-lane facility to a 4-lane facility would accommodate a proposal the city has made to reconfigure downtown Dana Point. The design has strong community support for increasing accessibility of the town center to pedestrian and bicycle traffic. Before the lane can be removed, a MOU between Caltrans, City of Dana Point and OCTA has to be developed to ensure that an acceptable Level of Service is maintained in the couplet area, and that the city will provide for public input through a General Plan Amendment process.

The City of Newport Beach has also indicated their interest in adopting a portion of SR-1, from MacArthur Boulevard extending southerly to the city limit to their local street system. A cooperative agreement between Caltrans and the City will have to be developed before the relinquishment process begins.